

### III.B.1.a

**TO:** Mayor and City Council

**FROM:** Don Cairns, Transportation Services Manager, 556-2834  
Joel Pfundt, Senior Transportation Planner, 556-2750

**DATE:** April 19, 2005

**SUBJECT: DOWNTOWN TRANSIT CENTER STATUS REPORT AND DESIGN CONCEPT**

The purpose of this memo is to inform Council about the design concept that has been developed for the Downtown Transit Center, and summarize the feedback we have received from the Parks Board and Design Review Board.

#### **Project History**

In 2004 a preliminary design was developed for the Downtown Redmond Transit Center. The results of the preliminary design were the definition of the layout of the transit center, a preliminary cost estimate and some general input on the architectural concept to be used for the project. Based on the results of the preliminary design, Council adopted a resolution of support for the Downtown Transit Center in June of 2004. Then, in December of 2004, Sound Transit reallocated Willows Road HOV project funding to the Downtown Redmond Transit Center. This funding, in combination with money received through cooperative grant applications submitted by King County and the City of Redmond, resulted in the project being fully funded and ready to move forward. City and King County Metro staff presented a schedule for the project to Council at the February 22, 2005 Study Session, which included a planned opening date in the summer of 2007. As part of that presentation, staff committed to coming back to Council to present the architectural and streetscape design concepts which are being considered before the next step in the design process gets underway.

#### **Design Concepts**

Because of the detailed work done in the preliminary design and the success the project partners had in getting funding for the project, the overall design concept will remain the same as that presented in the preliminary design. Attachment One (1) shows the overall layout of the transit center. Attachment Two (2) is a vicinity map that helps illustrate how the transit center design responds uniquely to each of the three frontage properties: The Edge Skate Park, the Bus Layover area and the Park and Ride site.

For the Edge Skate Park the concept is “*Transit in the Park*”. This is expressed by minimizing the footprint of pavement and shelters, and pulls the landscape of the park to the curb edge. This design protects the park, enhances it with park trees and completes edges on the south and east sides. Views are kept open, but screening of the layover area will be accomplished by the transit shelters and additional landscaping.

For the Layover area the concept is “*Transit Plaza*” (*Attachment Three*). This is expressed by enlarging the sidewalk to accommodate a comfortable place for transit users surrounded by the street and layover area and driveways.

For the Park and Ride site the concept is “*Transit Promenade*” (*Attachment Four*). This is expressed by a wide sidewalk that allows for open pedestrian movement on both sides of the transit shelters.

These three design responses will be unified by the concept of a “*Painted Canvas*”. This is expressed by the need to use concrete pavement on the road, the layover area and the sidewalks. This allows for the use of colored concrete that can be used to create visually pleasing patterns to reduce the scale of the pavement.

### **Transit Shelter Design Concepts**

The City and King County Metro, in cooperation with our consultant KPG, have developed two refined architectural concepts for the transit shelters (Attachments Five and Six). These architectural concepts are meant to respond to and support the NE 83rd Street Promenade by allowing free movement past them. Rather than provide a front and backside they should provide a welcoming presentation from all sides, allowing an increase in protected edge for customers and providing more flexibility for comfort. They should be human-scaled, finely detailed and provide comfort for transit users.

Along with shelters, the design of other elements including furniture, lighting, identity elements and signs, kiosks, wayfinding elements, bike storage, flower pots, bollards, railings and newspaper vending boxes should provide a complimentary and unifying architectural scheme.

The goal is to arrange the transit shelters, accompanying street elements, and pavement so they create a more lively, artistic and theatrical presentation for the users of the Transit Center, the Edge Skate Park and the NE 83rd Street Promenade.

### **What We Have Heard**

The project team has worked closely with City staff from a variety of departments to develop the design concepts presented in this memo. City staff, along with representatives from King County Metro and KPG, also did presentations to the Design Review Board and Parks Board to give them an opportunity to comment. In general, both of these groups were very supportive of the project and excited about its potential to improve Downtown Redmond. They also had the following comments:

## Design Review Board

- The majority preferred the concept expressed with the Shelter A design (Attachment Five).
- Most mentioned the desire to combine the comfort station and bike area functions under one roof, and to have the building reflect more of the architecture of the shelters in color, shape, etc
- Public restrooms are desired.
- Attention to lighting impact to Chelsea Square.
- Attention to landscaping and shelter dimensions.
- Interested in public art and possibility of incorporating it into the transit center (e.g. railings, benches) instead of stand alone pieces.
- Concerned about pedestrian safety issues and mentioned the use of in-pavement lights.
- Liked the colored concrete.
- Attention to park visibility from outside for safety.

## Parks Board

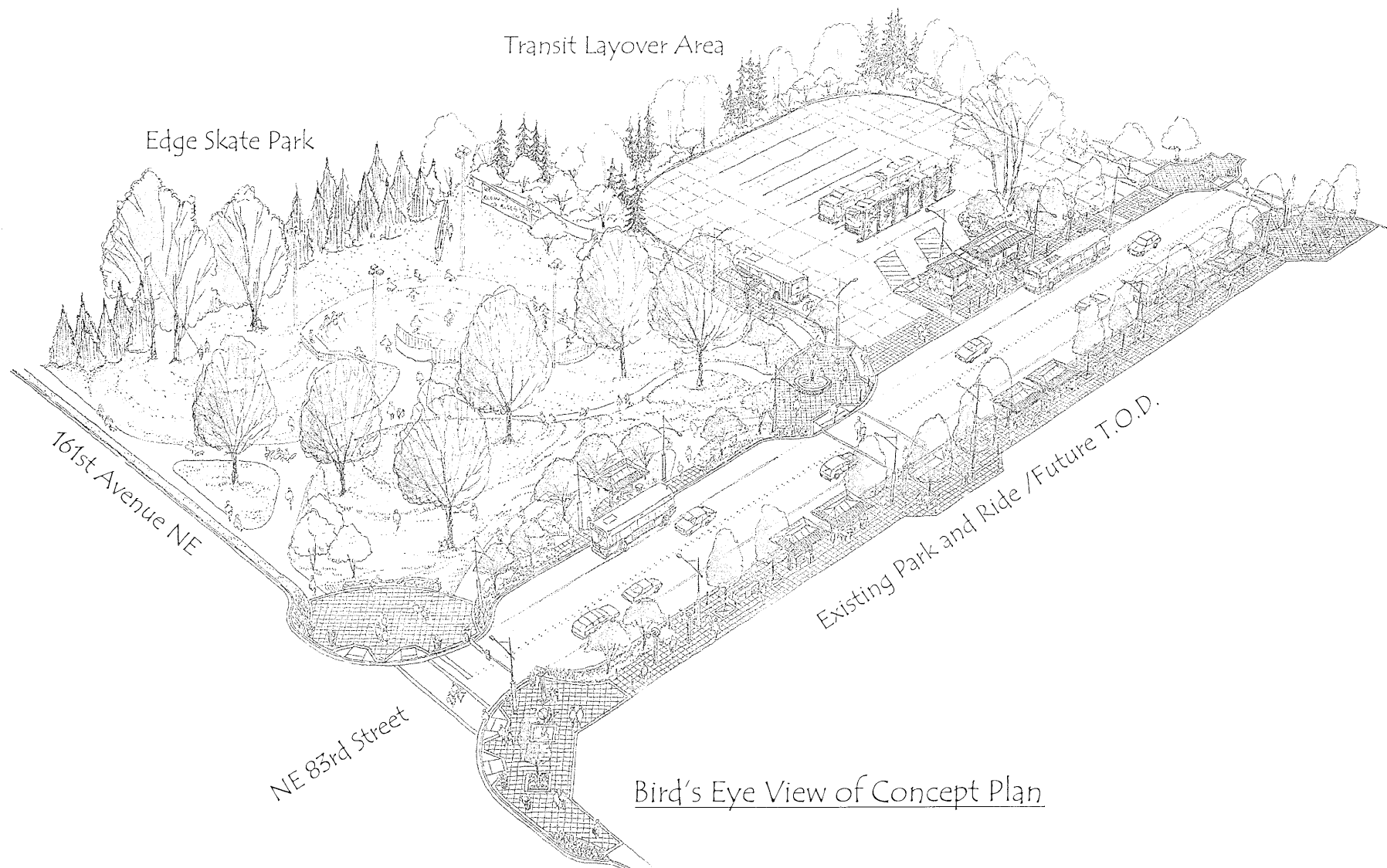
- Agreed with concept to use landscaping to direct pedestrian traffic to appropriate crossing points and prevent jaywalking.
- Concerned about pedestrian safety issues and mentioned the use of in-pavement lights.
- Public art needs to be part of the project.
- Tie the shelter on park frontage to the park with art and design.
- Interested in intelligent transportation improvements at the shelter to make transit more user-friendly, "next bus", etc.
- Make sure project is coordinated with NE 83rd Street Project Construction.
- Asked about lighting for mid-block path.

## Conclusion

Staff believes that this project will be a significant enhancement to our Downtown. The project partners look forward to hearing your thoughts and responding to your questions regarding the transit center design concept or any other items that relate to the transit center project. Should you wish to discuss any of the materials with us beforehand, please don't hesitate to contact us.

## Attachments:

1. Bird's Eye View
2. Vicinity Map
3. Transit Plaza
4. Transit Promenade
5. Transit Shelter A
6. Transit Shelter B



METRO  
TRANSIT

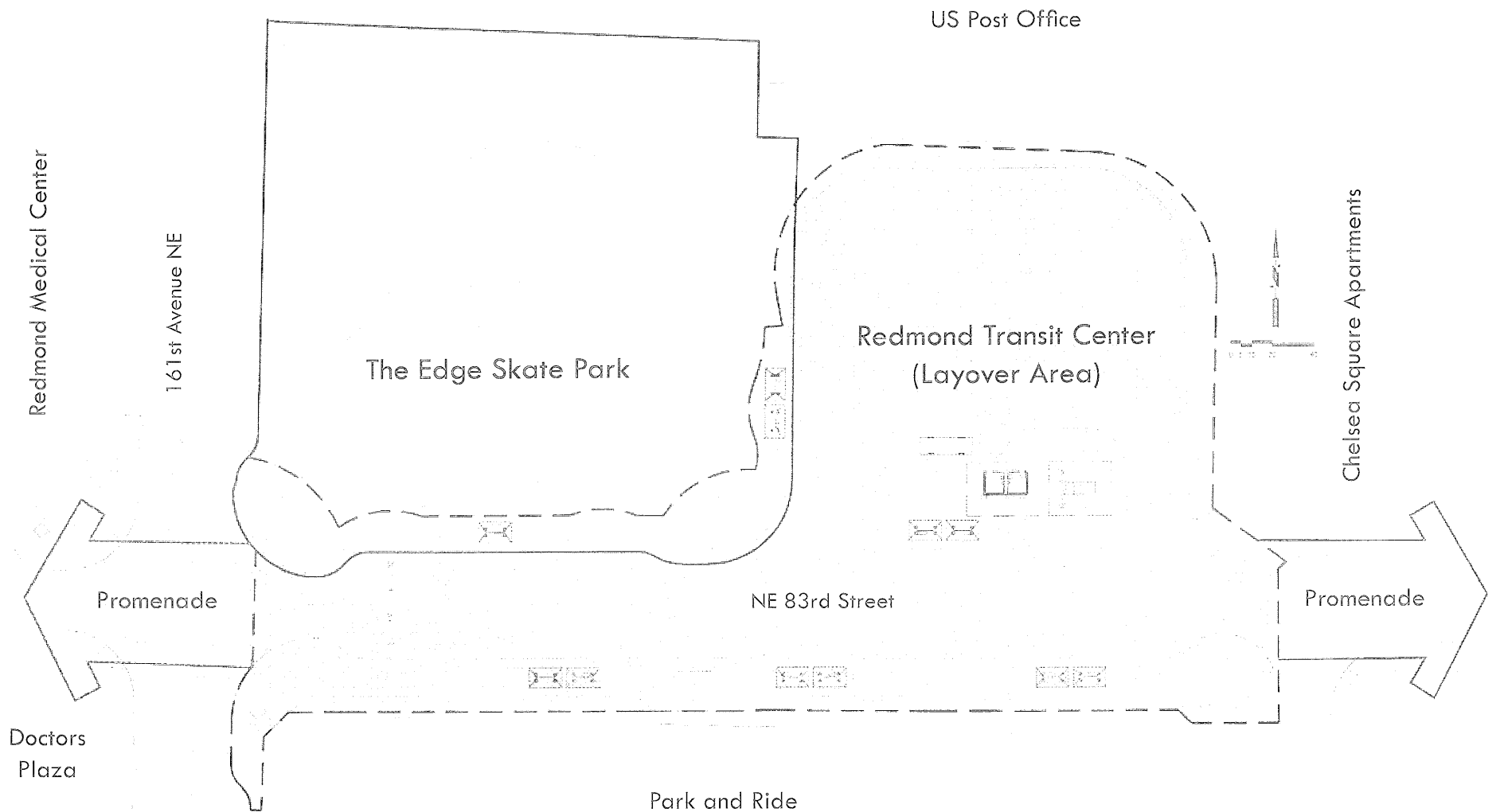


## DOWNTOWN REDMOND TRANSIT CENTER

Preliminary Concept Study April 26, 2004

ATTACHMENT 1

**KPG**



METRO  
TRANSIT



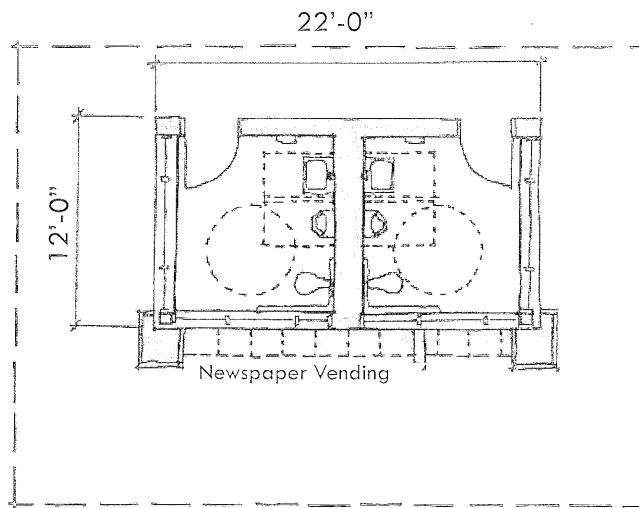
## DOWNTOWN REDMOND TRANSIT CENTER

Architectural Refinement March 25th, 2005

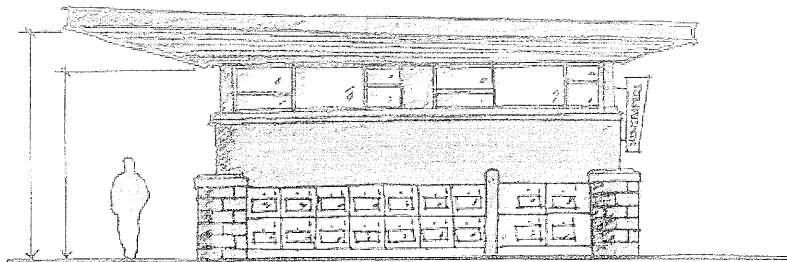
ATTACHMENT 2

Vicinity Map

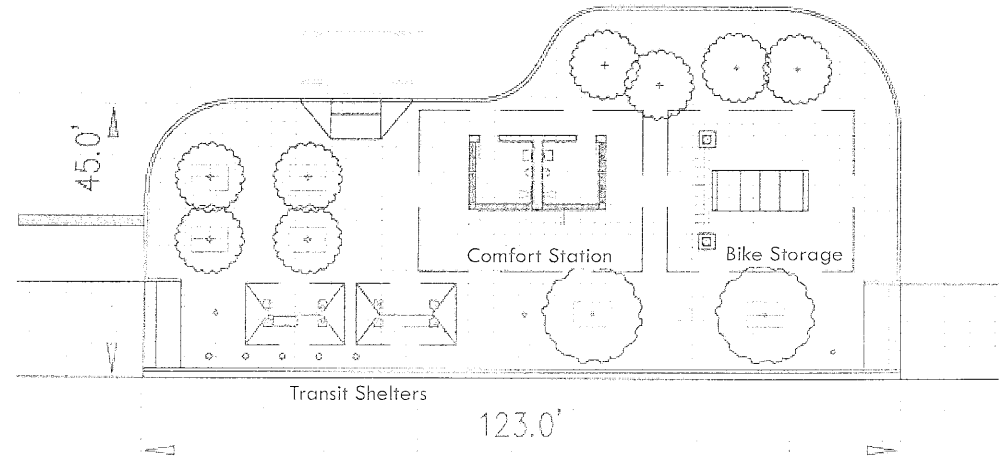
KPG



Comfort Station Plan



Comfort Station Elevation



Transit Plaza Concept Plan



METRO  
TRANSIT

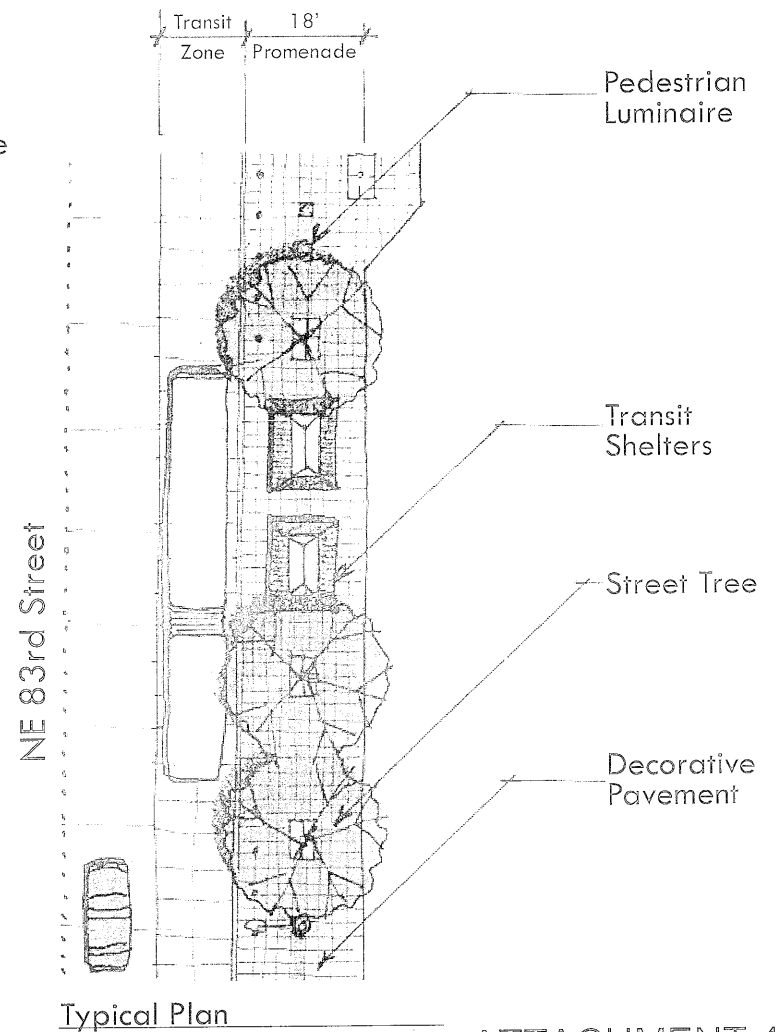
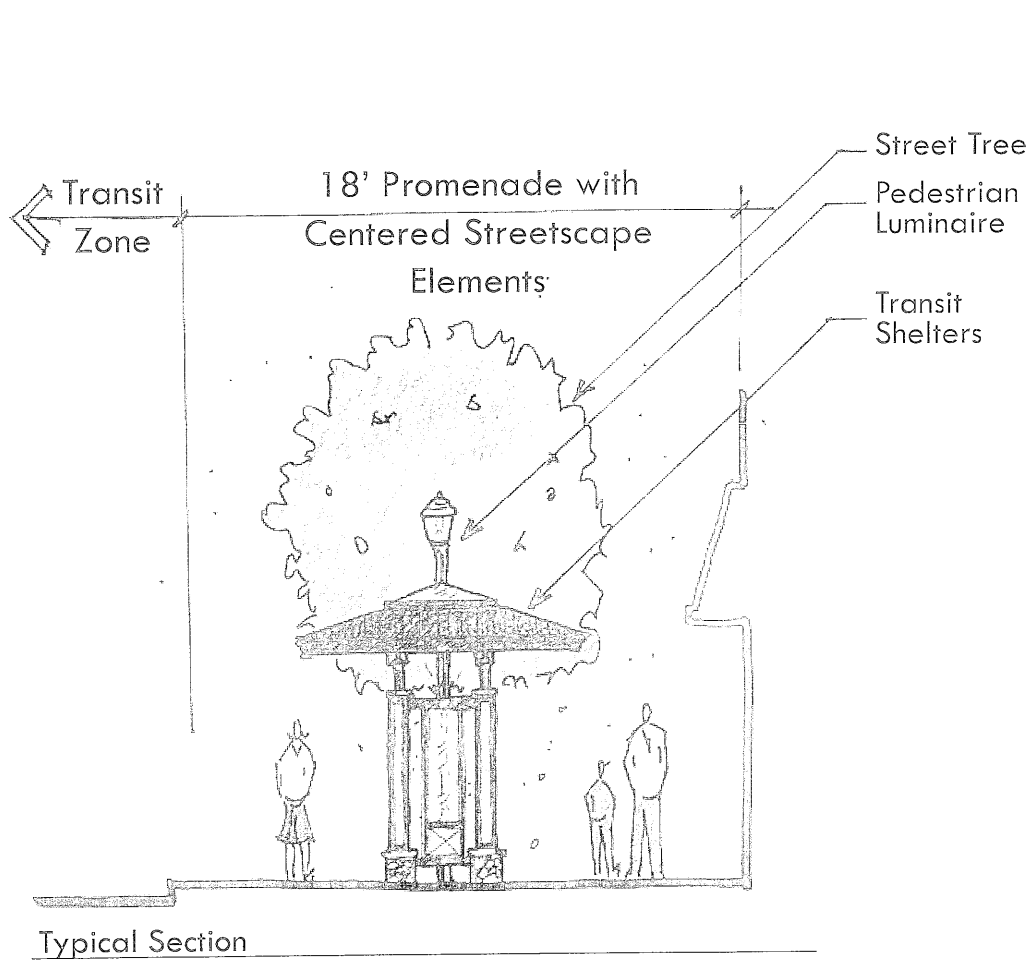


## DOWNTOWN REDMOND TRANSIT CENTER

Architectural Refinement March 25th, 2005

ATTACHMENT 3

KPG



ATTACHMENT 4

Transit Promenade

KPG

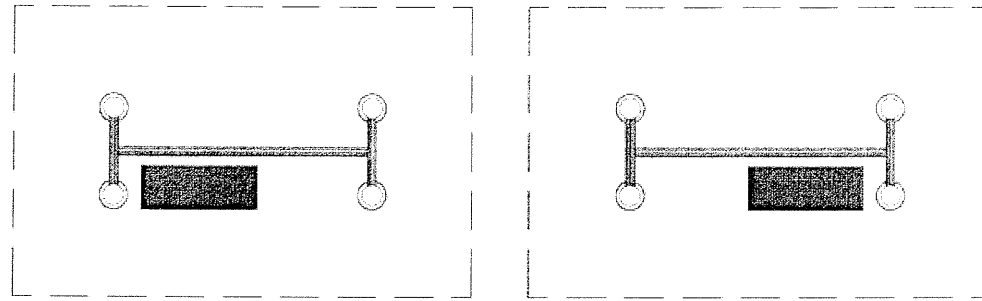


METRO  
TRANSIT

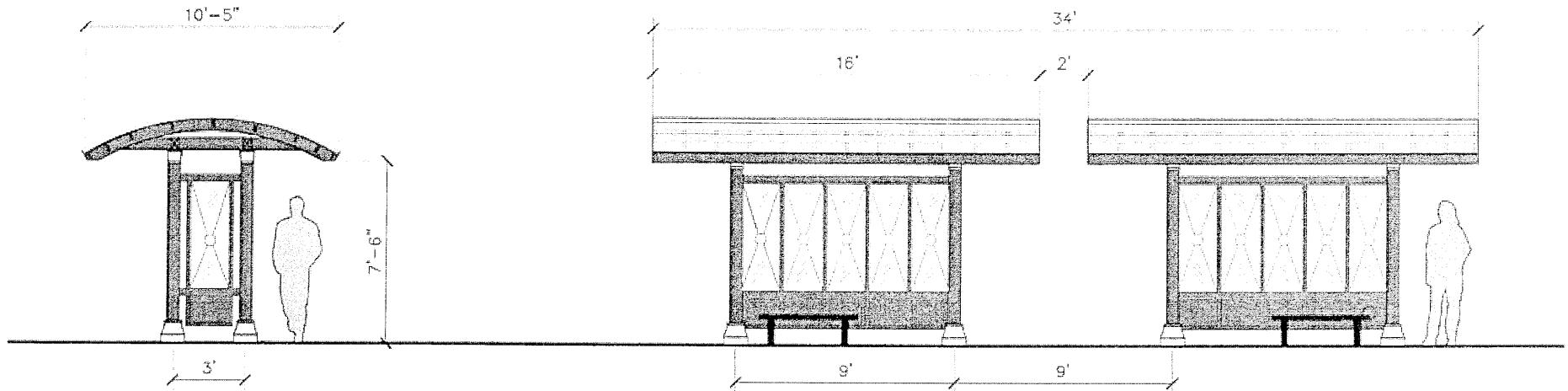


DOWNTOWN REDMOND TRANSIT CENTER

Architectural Refinement March 25th, 2005



Shelter Plans



Pedestrian View Elevation

Street Facing Elevations



METRO  
TRANSIT



DOWNTOWN REDMOND TRANSIT CENTER

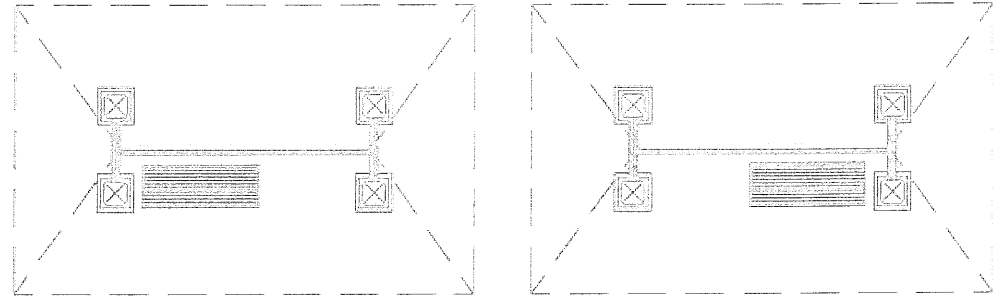
Architectural Refinement March 25th, 2005

ATTACHMENT 5

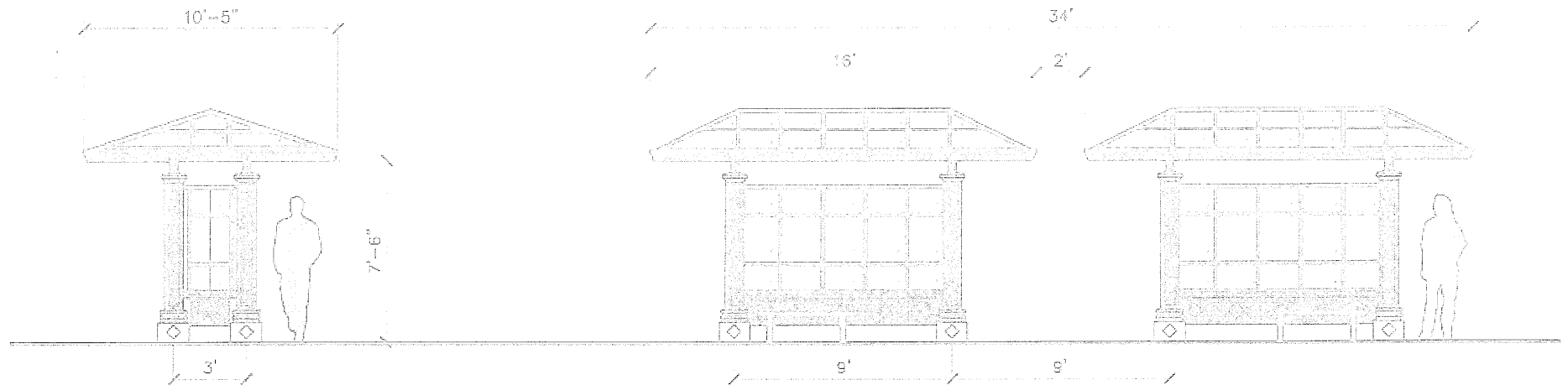
Transit Shelter A

KPG





Shelter Plans



Pedestrian View Elevation

Street Facing Elevations



METRO  
TRANSIT



DOWNTOWN REDMOND TRANSIT CENTER

Architectural Refinement March 25th, 2005

ATTACHMENT 6

Transit Shelter B

KPG